

COMMONWEALTH OF VIRGINIA

COUNTY OF FAIRFAX

Fairfax, Virginia

Office of
Planning Commission

May 17, 1955

The Board of County Supervisors
Fairfax County, Virginia

Mrs. Wilkins and Gentlemen:

There follows a summary report showing the requirements for public facilities which would be directly attributable to the proposed C.I.A. installation at Langley, Virginia. The report covers sewer, water and highway requirements and is framed in order to show the facilities required, the cost of said facilities and the source of funds where possible.

I Sewer Requirements

According to information received from the County Sanitary Engineer, there would be two possible ways to serve the C.I.A. building at Langley:

Alternate 1 - Construction of a line to the presently proposed plant on Pimmit Run. This would involve about 1 mile of 15" sub-trunk sewer and an added plant capacity to serve the anticipated employment in the C.I.A.

Alternate 2 - Construction of a new plant on the Potomac River. This would involve the installation of about 4000' of 15" outfall to a point downstream from Little Falls Dam in addition to the construction of the plant itself.

Cost: Either alternate is estimated to cost between \$250,000.00 and \$300,000.00 with ample allowance made for the lack of detailed information in preparing the estimate.

Source of Funds: There are two possible sources of funds for the project:

1. Surplus from the second sale of bonds
2. Funds from the \$2.9 million of non-committed bonds.

II Water Requirements

The following is the text of the letter from Mr. James W. Head, Jr., Director of Public Utilities, City of Falls Church:

CITY OF FALLS CHURCH

Fairfax County Planning Commission
Court House
Fairfax, Virginia

May 16, 1955

Reference is made to your telephoned request of May 13 concerning the water supply for the proposed C.I.A. building on the Public Roads property at Langley. The following summary, based on the outline

suggested by you, gives the picture on the water supply:

1. The existing City water main on Route 123 at Rokeby Farms will have to be extended some 1500 feet along Route 123 to serve the site.
2. The estimated cost of this extension is \$5,000.00.
3. The City has available the necessary funds to make this extension, will do so, and has so informed the C.I.A.

The statement has been made that Arlington County can cut off the supply of water to Falls Church from Dalecarlia on a year's notice. This is not true. The following is quoted from the agreement, dated 7 October 1950, between Arlington County (Seller) and the City of Falls Church (Purchaser), as approved April 17, 1951 by the Board of Commissioners, D. C. and on June 13, 1951 by the Secretary of the Army:

"---and it is further agreed by the Seller that if the Contract is to be terminated that he will allow the Purchaser sufficient additional time to arrange and to obtain another connection to the District of Columbia system before the connection to the Seller's system is disconnected."

On April 6, 1955 the City of Falls Church forwarded to the District Engineer, Corps of Engineers, U. S. Army, a check in the amount of \$205,000.00 which represented the estimated cost of a 36" water main to be installed by the Corps of Engineers, for the City, in conjunction with the construction of a water supply dam at Little Falls, immediately downstream from the Bureau of Public Roads property.

These latter points bear no relationship to the immediate supply of water to the site, which we have assured everyone we can handle, but are submitted to show that the City has already taken steps to insure an independent connection to Dalecarlia to give an adequate supply of water for all future needs of the area to be served by the City water system.

Yours very truly,

/s/ James W. Head, Jr.

Director of Public Utilities

III Highway Requirements

The Bureau of Public Roads property is presently served only by Route 123 (Chain Bridge Road). This facility has the following characteristics with regard to traffic and capacity:

Year	Daily Traffic	*Daily Capacity
1950 (July)	5,408	7,050
1953 (July)	7,093	7,050

Based on the estimated initial employment in the C.I.A. of 8,000 persons, there would be approximately 4,700 vehicles each day entering and leaving the site during opening and closing periods respectively. The C.I.A. officials estimate that these vehicles would require a minimum additional highway capacity of 3,000 vehicles per hour or a desirable capacity of 5,000 vehicles per hour in order to dissipate the traffic without undue congestion.

This additional capacity could be achieved in either of the following manners:

Alternate 1 - The dualization of Route 123 from its junction with Route 193 to Chain Bridge. By constructing service roads where needed along this right-of-way and with care taken in the design of the facility, its capacity could be increased by nearly 5,000 vehicles per hour. If an adequate connection were made to the access roads leading to the site, this would permit distribution of traffic in two directions along Route 123: West to the junction of 123-193 and East to Chain Bridge and Route 120.

Alternate 2 - An additional capacity of 6,000 vehicles per hour would be added by the construction of the George Washington Memorial Parkway from Spout Run Parkway to the proposed C.I.A. site, a distance of 5 1/2 miles.

Cost: No estimate of the cost for the two alternatives has been made. However, Alternate 1 would be the least costly solution and it would appear to be the most logical first step to enable the handling of the initial highway needs.

Respectfully submitted,

Herbert F. Schumann, Jr.
Director of Planning

JHG/bsr

cc: Fairfax County Chamber of Commerce

*Practical capacity based on an hourly capacity of 1,000 vehicles per hour. See table 1-2. A Study of Highway Requirements in Fairfax County, Virginia, Fairfax County Planning Commission, Master Plan Division, 22 June 1954.